GRAND RAPIDS, MICH., SATURDAY MORNING, OCTOBER 21, 1893.

TWENTY-SIX PERSONS ROASTED

In a Horrible Holocaust at Battle Creek on the Grand Trunk Railway.

An Engineer Disobeys the Orders of the mained also a chain bracelet on her Train Dispatcher to Stop

And Drives His Train Into an Appalling Head-End Collision.

More Than Twenty Persons Were Injured in the Wreck.

The Frightful Catastrophe Was Turned Into a Scene of Terror

By the Burning of the Crowded Passenget Coaches to Ashes.

No Help Could Be Afforded the Imprisoned and Roasting Victims.

Heartrending Cries of Agony Were Hushed in the Roar of Blazing Tinder.

Roster of the Dead Identified and Unidentified, and of the Injured.

Statements as to the Cause of the Wreck Made by the Trainmen.

their fremen jumped for their lives, re-

ceiving only a few scratches. These

IDENTIFIED DEAD.

Only Eight of the Twenty-Six Vic-

tims Are Known.

Tuenty-six heaps of charred, black-

shed Besh, all that remains of what less

m and children in the enjoyment

of bearinged nappiness, rest upon

hely in an improvised morgue in the

A note away in the city hospital

4 score or more of human beings.

gardesi bedies and broken limbs.

of for this an engineer in juil and a metric a fugitive from the law, and

story is told to beset of the latest of

continuers and one of the most

tiyears. The following is a list of

H. T. Manners, Providence, R. L. iden-

milien Mealer, was identified by busi-

Has Cuentes Van Deses of Sprout-

book New Yorks Burnt to crisp. Curonze Van Doors, husband of

UNIDENTIFIED DEAD.

List of Those Burnet Beyond Early

Identification.

Woman huret to crisp, no clothing

May, apparently about 12 years old.

healt as his fact threat to a origin few red hairs remain on back of his nock. No

innellecented was found with red bor-

A -- will now a note written in German

with a ctalement from John M.

ignater, New York, to Churles E.

Jain apparently about We years old.

pocket remained of the mat;

upper portion of his head as

shoul and identified bestine:

the other for \$100

Batron Carry, Mich. Oct. 20.— the ground after the accident. The two Twenty are persons were reasted to engineers of the wrecked trains, with riestly like imprisoned rate in a railread word on the Grand Trook; between the three man assisted the passengers they small been of Nichols and this city, at 1 | could reach to get out of the wrecked could this mercian As many comwere marget of and barred and the houpillade of the lower are filled with the inthe Partie express, anone as trace St. a boast he Chargo with the new considers recorded with white we be to entire of each bound reals No. 1, a Kell month and Whiteour service comment fram which was loaded with states you've relocated from the expedien Named with Indicated in the Laborated and was remigned mostly of tour voluare. If was to the west forms true the the barent of death was respect present lets sawaise to an emmodate that great eroschi wretward bourst, and were or lange and subjectly, don't med the

asky the nonextron the runt read to

the by the several physicians, which we called the the same. Never of the and were grant by many . Many of them in-

Dux was shop at the order of his process

party burney for blocks.

tand, shi the clothing was destroyed. copt to the injured in the fourth car.

Woman also ailk handkerchief was found in one per

Woman; she was burned to a crisp and no identification made as yet. Man weighing about 145 counds; so papers were found, but a silver watch with sugraved initials "W. A.," was taken from the body.

Wokum, weighing 140 pounds; she were a chain bracelet with key lock on the right wrist, she was burned to criep. Woman, weighing about 100; no identification has been made.

Woman; burned beyond identificaand blue striped underskirt only reright wrist.

Woman, burned to a crisp. Charred trunk, the limbs and head of which are missing; medical examination will be necessary to determine the

150 pounds, an open face watch of Illinois make was found, but no other means of identification.

LIST OF INJURED.

More Than a Score of Persons With Broken Bones.

Ezekiah Davidson, ex-president of Fairport village, New York. Miss Helle Williams of Lockport, New Mrs. Henry finshnell of Brockport, New York, head injured. William Thompson of Woodstock, On-Frank Rogers of Woodstock, Ontario,

right hand bruised.
Fred Wurts of Rochester, New York. Etelyn Wurtz, daughter of above, left

arm and right collar bone broken. Harvey Smith of Fort Flain, New York, left side bruised and one rib Mrs. Harvey Smith of Fort Plain. New York, right leg broken.
Frank H. Smith of Fort Plain, New York, both legs crushed and will have to be amputated.

Nellie E. Smith of Port Plain, New York, right foot crushed.

Albert Bradley of Toronto, Ontario, eft leg broken; will have to be ampu-

tated below the knee.
Frank Turne, Middlesmithville, Pennsylvania, injured in the back. John C. Stewart of Dalton, Illinois, one shoulder bruised.

Jounie, daughter of above, aged 11 years, left arm broken. Mrs. Vance of Siraco, Canada, both legs broken. George Vance, Simeo, Canada, son of above, aged 14 years, bruised.

Joseph S. Archbell of Evanston, Illiots, one ankle smashed. George Shakleton of Auburn, New York, right hand and head injured. Thomas J. Monroe of Auburn, New York, injured. Mr. Beardslee of Springfield, Illinois,

e ankie hort. H. R. Williams, Toronto, Canada, back injured and was taken into the residence of Mr. Brinner. Maggie O. Brady of Oswego, New York, right ieg broken. C. F. Adams, Buffalo, New York, left

DISOBEYED ORDERS.

An Engineer and Conductor Criminally Carcless.

part of a Chicago & Grand Trunk engineer and conductor, both of whom had seen long service with the company and New York," she cried. "Say I died like were regarded, as model employes, was a christian." Then the side of the car the cause of the tragedy. A Baymond a Whiteomb special train of eight palace cars filled with castern fold, who had been taking in the sights of the world's fair, left the Sixtieth street depot of the road at Chicago at 8:15 as the first section of the New York ex-press known as No. 6. The train was in charge of Engineer Henry Woolley and Conductor Burt N. Scott, both residents of this place. All went well until the Battle Creek depot was reached, tailed by papers in a pocketbook.

W. W. Husers of Woonsocket, R. L. a This was at 3.37. From here to the railroad yards, a distance of a mile and a half, there is a double track.
When the Whitcomb special came to a full stop in the M. W. W. HENEY of Woonsocket. depot the operator handed to Conductor WILLIAM LOUIS WILSON of No. 832 Scott two copies of an order for the "benight cond. Evanston, Illinois. His train to process to the double track distance, and there await the passing of W. Bushings of Walking, New the westbound Pacific express, known Voca: In his packets were \$20 m ouras No. .. This train, which was nearly ready and two sheeks, one for \$200 and three hours late, was composed of thir teen day conclus, and two largeage cars. A. Merianvey of Ontario Gold Most of the day maches had seen many ogest faced watch was found in a vest years service and were in poor condition to withstand a collision. Every one of the fated number was packed with eastora people, the majority of whom were on their way to take in the last week of above. He died of his injuries this the exposition. The Pacific express was in charge of Engineer Gil Cranshaw and Conductor John Burk, both of whom had received orders at Lansing to lookout for the eastbound train on the ley proceeded up the double track, but press had passed he continued on and

WITH PEARPEL PORCE.

entered again on the single track;

The Engines Crashed Together Going

Male, paper was found in his yest. at Top Speed. He had burdly gone more than an ughth of a mus when the headight of or Charles E. Wound to Dr. Howard the Pacific express was seen coming graph office of the milrond yards. It to the the transfer of the was appending wastward at a rate of fully forty notes an hour. There was no time to apply air brakes or revene in torios, bandkerbief with the The engineers and firemed of both till, to in old English trains jumped for their lives and a secthe frozers, were brown and later the belongues seen byether one of the said English front day with a crash that could be heard a half mile away. With fearful force the emapparently worghes, about gins of the special possibled nearly half or provide underelething was debackwards into the loggicules and tion a post disched and a borothe exterritor that the first four of these were completely telescoped, the first couch entries through the second and the secpromote of augment twen her face. Now and he have provided there where inthers are Stra E. H. Kremer and argent ning, the roof of each possing over or Mon. Tarkets. The surrough was postarrived the Sord Contentions. In an hoose of the elegang passengers and errors to be a handkershief with assemble of the arrived to be McKennie. In a red spill of the care. To add to the beaver of the care from the decrease or " were a grad weigh is to be pair of railties in a "Millutions, County law, a and as the flames mental up the

A Night Clerk Summons the Fire Department.

At the moment of the crash Henry Candeld, one of the night clerks in the Grand Trank office, a short distance away, pulled the fire alarm box and also telephoned to the engine house for aid. As ill fortune would have it however, the key to the tower was mislant and several minutes were lost before the alarm bell was sounded to awaken the citizens. The fire department was prompt in responding, but the nextest hydrant was nearly 2000 feet away and when a line of hose was last, the pressure was not sufficient to throw a stream. Finally a stream was secured from another hydrant, the firemen now attacking the blazing cars with axes, batchets and lengths of rails found in the yards, but by the time a supply Male, weighing apparently about of water was available the telescoped coaches had been reduced to fragments of charred timber, little more than the trucks remaining. The firemen then commenced the grewsome work of re-covering what remained of the victims, the police taking charge of the valuables and keeping the crowd at a distauce. In response to the alarm from the fire station pretty nearly the entire town had turned out and the leading rise dents, assisted by their wives devoted themselves to the relief of those injured in the fourth car. These were placed in buggies and carts and taken to the hols home, where a corps of physicians and curses were in waiting to minister to their sufferings.

The first body was found about 6 clock, and a few minutes after a dozen were discovered in a heap around the stove of the second car. The task contimed until twenty buties, or portions of human beings, had been brought out of the debris. For want of a sufficient number of stretchers, boards were nailed ogether and a car standing on a side track was converted into a temporary rgue. As the work went on portions of satchels and values, pockets, several gold and silver watches: pocketbooks containing currency and a quantity of silver money, were brought to light and turned over to the officers. When a second search of the debris made it certain that no bodies remained, the freight car was backed down to the city depot, the charred remains transferred to an undertaker's, a wrecking crew set to work, the debris again sorted and afterwards burned and tonight there is nothing in the railroad yards but a heap of ashes to tell the story of one of the most awful holocausta in the history of railroading.

SHE DIED A CHRISTIAN. Horrible Death by Fire of Mrs. Van Dusen of New Yor's.

Not until their dying day will some of the citizens who were early on the ground forget the scenes that they were compelled to witness and helpless to relieve. No pen can describe the inst moments of Mrs. Charles Van Dusen. moments of Mrs. Charles Van Dusen. She had succeeded in getting half way out of the window, but her legs were pinioned by the heavy frame work of the seat that she had been occupying with her husband, and this had taken fire. Thus held, roasting and burning from the feet up, she pleaded and begged for the help that those outside were helpless to give. Despite her terrible agony, she rotatized consciousness to the agony, she retained consciousness to the last, and as the flames copt up and Direct disabedience of orders on the and address, and that of friends to be not for a Chicago a Grand Trunk en not fied. "I am a teacher in the Methedua Sunday school at Sproutbrook, gave way and she fell back into the flames. Her husband had mennwhile been rescued from the next car, in. which he had been driven by the force of the collision. Each legs were fractured and he also received internal injuries. He retained consciousness until his death this afternoon, but was kept in ignorance of the fate of his wife. his latest breath he asked Dr. George B. Kuhl to send his love to the two children that he had left at home, and also to give them his watch. He was 47 years old and a deacor in the methodist church of his native viriage.

FOUND IN THE RUINS.

Articles of Ornament and Letters of the Unidentified, Many of the articles found in the debris may lead to the identification of some at least of the unrecognizable dead. These include a handkerchief marked "Wirthe," a card of Allen & Co., Toronto: a gued of Meriden Fire Insurance company, Meriden, Connecticut, with pencil writing that cannot be deengraved, "Ann Richard," and case numbered 7/701; an envelope addressed to "Gagon Roberts," postmark New York city; a letter militered to Miss Warren Garland New York; letter from Shel-don & Henry of Womeschat, Rhode Island, introducing W. W. Henry to friends in Chicago, and with which was double track and were accordingly on the alert. After receiving his orders at the Battle Creek station Engineer Wool bank, New York, in the name of Harry J. Archball; burnile of personal articles instead of stopping in accordance with with the card of Henry Opperman, pas-his instructions until the vestiound ex. scoper agent, No. 810 Broadway, New Yerk; letter addressed to Gum berts, No. 99 Nassau street, New York, That William Lowis Wilson of Evans-

ton, Ili. is one of the victims is evident from the contents of a value that par tially comped the flames. These included some underwoor and huen, a ican Whoelmen with his muss and the words Northwestern Universital on the ity leaf, a large number of sugraved cards, together with a number of cards marked "Miss L. B. Hayes," and encaged in a box, showing that they had been printed by George Mair of

Other articles found included a chain of large gold beads, three watches and a Bible. A ship of paper in the Fible. but probably not connected with it, or snown by marks of burning upon A had the following "Hi. On all less The following orders from your contended, Potter A Son." Then followed a page

INLECKY "THIRTEEN,"

Twenty-Four Dead Bedies Found in a .. Car Numbered - 13."

The passengers in the four courbes were more or less related, and in case of the splinters rained down upon these. She there, No. 18, raised the manufactorists attacked to go to the north and of the car which has how in several societate the soil and that fire had broken out near fore their sum twenty him should reduce the at me. Some one recommed. "Throw taken from the words this comming by a cost open that if it. She then turned function. They work proceed and other separate and can not of the worth deat. room the across interpreted by the heavy that heavy the heavy to be and in the second of the second

and the bodies burned so as to taken to his home in Port Huren on be unrecognization. Nearly all had their special train.

C. H. Ward and H. S. Ward, brothers not be identified as jet. As the car of Motellown Vermont, were in the third crashed through, it swept the people is to the north and of the car, in the vicinity of the slove, where most of the bodies were afterwards found. The car immediately took fire, and in an instant. was all ablaze. The night yardmen and people in that visinity rushed to the escue as soon as possible. One escaped and climbed through. Three only got out of the left side, and about six from the right side of the coach. All the others perished.

GREWSOME SCENES.

The Work of Identifying the Dead a Sorrowing Task.

It was a growsome task upon which General Secretary Benjamin F. Berryman of the local Young Men's Christian association was engaged for several hours tonight. He had been requested by Coroner Gillette to examine the score or more of charred remains with the view of bringing to light something that might lead to the identification of each. Upon a sheet of canvas stretched upon the floor at the far end of the basement in Rander & Farley's furniture and un-destaking establishment, the blackened bedies and trunks, some minus legs, and some arms and head, were laid in a double row. A chints curtain that shut off the rest of the basement and a couple of oil lamps that sent a glare over the extemporized margue, seemed to invest the sorroundings with additional horrors. As one sheet after another was drawn away and that which was beneath exposed to view, more than one grey headed veteran who had seen death n its worst form on the battlefield was forced to turn away. There were but two of the twenty-five bodies that were possible of identification even by the intimate friends of the victims. There were men charred from head to foot, but with the lineaments of the features preserved to a sufficient degree to admit of their being recognized. Tears came into the eyes of the bystanders, and one father. in his sympathy, fled from the place with a groan as the form of his child flitted by and was lifted and placed on the table. The collision had evidently found him doubled up on the seat sound asleep, for his hitle arms were drawn up and death had made them so rigid that even the undertaker's assistants, accustomed as they were to

the task, could not straighten them out. The entire top of the head had been barned away, leaving the brain exposed, little remaining of the outline of the face, the little bands clinched tight in death, were charred to the bone, the feet were as black as the boots that but yesterday had protected them, and the little toos had fed the flames. But when the clething about the trunk and the knee pants had been ripped off the flesh beneath, soft and white as that of a newly born babe was revealed in hideous contrast to the rest of the body. Only the fragments of clothing that were saved and the fringe of red hair about the base of the skuil will serve to render the identification of the child possible. Of another victim, apparently a well built man, there was nothing but the trunk burnt through and through and

from which the entrails protruded. One body lacked a leg, another an arm, eyes had gone from sockets, ears and nose had been licked off by the flames. Two of the bodies might have been but charred stumps of trees for all the evidences that remained that they were human beings but a few hours ago. Telegrams were received tonight from C. G. Van Dusen of Fort Plain, N. Y., asking that the bodies of the two victims of that name be cared for pending further advices. Another dispatch from F. D. Shelden of Woonsocket, R. I., re-quested that the remains of W. W. Henry be held until tomorrow. Still later L. R. Mugnon of Providence sent a dispatch saying, "What is the condition of remains of R. J. Magoon; please care for them. Will wire again." of Mr. Van Dusen was placed in the vanit of the undertaking establishment but a lew feet away from the unrecognizable body of his wife. Those victims that are not recognized by Monday will be placed in the vault of the Oakhill cometers, where they will remain until

fixed identity has failed. One of the bodies at the temperary morgue is believed to be that of W. H. Crowley of Port Huron, Michigan, who was sitting in the second couch with his brother. He has visited the hospital and scoured the city, but without re-The missing man were a gold watch, with heavy Knight Templar

charm) One of the victims had a red mustache, and is supposed to be the father of the little child whose hair is of the same color. There is absolutely no clue

STORIES OF ESCAPE. Passengers Tell of Their Flights to Safety.

Nearly all of those who escaped tell

some thrilling stories that in some cases savor of a providential interposition. Frank Rogers of Wossistock, Canada, was in the second coach, one next to the snicker. He escaped through a window and helped a woman out. I. J. Moores of Auburn, New York, was on the westbound train and had a most infraculous escape. But for his commons and thoughtfullions like body would have undoubtedly been numbered among the unitrorwn dead. He was near the contor of the second ceach and was awakened from his sleep to the runnils and jar of the wreck. Without apparent thought he bent forward and stooped down, sheltering himself behind the west. What happened then Mr Menroe could not tell. Direct and terrified he intput from the cur window and footed himself three his grip from the window. accountaw, theorge Shankleton, was alightly injured. They left this after soon for kome. Two children named Brown, traveling alone, bound from New York to Chicago, were account the passengers in the train. They were a toy unit a girl, the former II unit the latter if years of age. They were assisted to the wreck by a fellow passonages and worse units used. Mass M. J., Gautien of Weisster, New York, who was injured. was in the second grown. Non was with her cousin, E. Dadison of Parrport, New York. When the orneh came the pool of the car messed of small to passes and

angle about 10 person, buy of the fame they are a most once three threefore all before, ment and in collect throbby. He was a

ceach and were among the number who escaped uninjured. After the car was escaped uninjured. After the car was turned over C. H. Ward jumped out on

the left side through a similes. In front of him sat a ledy with a baby. He pulled her through the window when she cried out to save her buty. but the little one was fastened young woman and just behind her a young man. Back of him were two young men. None escaped. H. S. Ward came out of the wreck in

some manner, he knows not how. He jumped off the roof and assisted out Harvey J. Smith, Mrs. Smith, their son Frack and daughter Nellie.

A majority of the passengers on the train were from Vermont, New Hampshire. Massachusetts and New York.

Those that were uninjured or suffered from simple shock and bruises were given the option of returning home of going to Chicago on a special train. The majority went on to the world's fair.

Superstitions citizens are commenting on the fact that there were thirteen suches on the ill-futed team and that the train in which the fire started was numbered. It had been in previous

TORTURED TO DEATH.

Rhode Island Passengers Describe the Sight.

Chicano, Oct. 20. Some of the victims of the Battle Creek wreck reached the city this afternoon. With torn and bedraggled clothes and smoking capator hats, feet incused in slippers and a miser ably buttered and worn appearance. H. F. Dean of Tacoma, Washington, Daniel lines and Mr. Harris of Providen Rhode Island, whom Dean had been visiting walked into the general office of the Grand Trunk in the Right build ing to give the officials notice of their losses in the wreck. All three were on their way to Chicago, and Holmes and Harris were in the coaches where the greatest number of people were killed. Dean happened to be in the smoker and

Were you to build a raging fire, and above it a gridiron, and on that piece fifty human beings," said Mr. Hisrris, "you could gain some idea of the secura which were enacted at Battle Creek this morning. We were awakened by a terrible crash about 4 o'clock, and before we knew it the roof of the car had fallen and everything around was aftre. Then the cries of agony from the poor victims rang out in heartrending appeals for aid. Oh, it was frightful, and the mem ory of it can never be erased from my mind. One poor woman was rinioned in the wreck to her waist. Her arms and the upper part of her body were free. She cried for help and several of us came to her rescue, but of no avail. Our frantic endeavor to rescue her was "All about us." said Mr. Holmes, "were

men, women and children held tast in burning embers, slowly roasting before the very eyes of the would be saviours. No water was at hand and the fire had almost to turn itself out. I broke a window and fought my way through the flames to a place of salety, and then I tried to help the others. No mere words can do justice to it. When inthey invented no more fearful method of forture than which was experienced this morning. I have been in the hospitals and witnessed amputations; seen a man drown when was no help for him and I have been in a building wrocked by a cyclone, but all these combined could not approach the death dealing fire of this morning. It is an unequalled horror. Twelve bodies were removed to my knowledge and I can scarcely see how half a hundred of the passengers could

Walter L. Wilson of Evanston, one of the killed, is the son of Lawyer William C. Wilson of the firm of Wilson & Zook, No. 163 Randolph street, whose he on Chicago avenue in Evaneton, Walter Wilson is 21 years old. He graduated last apring from the Evanston school He was well and favorably know in Evanston society circles.

CONDUCTOR ARRESTED.

He Keturned to Battle Creek and Was Taken Into Custody.

BATTLE CREEK, Mich., Oct. 20 .- Congave bonds in \$3,000 to appear on Mon-

He made a brief statement to the effect that he gave the engineer a duplicate of the order he received; that he afterwards went into the baggage car and aid not know the orgines had gone over the single track until the collision

ENGINEER'S STATEMENT.

He Blames Conductor Scott for the Wreck.

caused by his neglect of orders. After the last of the injured had been taken away he went to his home. This afternoon warrants were sworn out by Proseand Conductor Ecotl with manuscripter. A search by Deputy Sheriff King developed the fact that South skipped to Port Horos and a temprace was sent to the pelicooff coals of that place requesting his Woolley was found at his hor y Sheriff King and taken below due ties Henry, who sot the positioners hearing for Munday and set the buil. After the had been sinne, Woolley, who was in the verge of pros-tration, physically and mentally, asked the justice reduced to writing: When my engine was completion. One teals at his depot, he begon. Conductor Scott maked not if I was empty to my I suit no. that I had not offer my engine yet. I took my oil can and get off on the aids furthest from the dopot on the south South time seound on my side of the engone and handed me my orders and said to me. No 9 has gone through. He said the disputcher is comy about we st getting out of here. I harried up and is through oiling my engine, got up the cale, and at that these Conductors Secret was on the reac partform. He suited will take a Texts of Newsborg to the bast if he was save to 2 had gone through He und yes, she ton My brown heard that After he send that No. Hind given through I asked him how

Contract of Second Charlet

BLAMES ALL OF THEM

NUMBER 3305.

The Coroner's Jury on the Jack-

DEFIES THE CORONER'S ORDERS

son Wreck

It Refuses to Tell Him When it Would Return a Verdict and Then Returns &c.

Jacason, Mich., Oct 20. Testimony in the coroner's inquest ever the victima of the recent Michigan Central week was concluded this afternoon. About 7 o'clock, when the room was cleared for the jury, the latter created a sensation by marching out of the vocas in a budy and proceeding to a lunch room. About an hour after they were found by the coroner in a shoe storn, and on their refuent to give any explanation of their conduct, to say where they had been, what they had done and when they would return. the -coroner went home

with the declaration that he would re-ceive no verific from the intr At 12 o'clock the Jury a numered its verific in substance as follows: That him heater came to him death by being bruised in wreck on the Michigan Contral on Friday, October 13, and that the Michigan Central Radional, company is guilty of gross degligence in not com-plying with the continuous of the city in recation to the rate of speed with which trains shall be run through its limits, and also in allowing their train to approach stations where other trains may be elanding at a too rapid rate of speed, and also to surploying men to

That William Wharen, engineer of said train, is guilty of gross negligeness in not knowing positively at his test of the air brakes, previous to making his stop at this station, whether they worked on his train as well us so his engine. That Conductor Cirin M. Webb, Begingeman Charles L. Rossell and Braker an Philip Venuge are guilty of neglect of duty innemers us they did. not properly apply the air brakes or an deaver to apply the hand trakes, no cording to the raise of the raise of one pany, wheat argusted so to so by the cu-

JACKSON WRECK-SCARED.

Her Citizens Will Not Travel on Friday Berrafter.

Jacuson, Mich., Oct. 20. - The news of the Battle Creek wreck orpated almost as much excitement in Jackson as it did the wreck that occurred in this city just a week ago. The information that a head end millsion had taken place on the Grand Truck near Buttle Creek was known here at an early hour this morning. People pushed to the depet to verify the reports. The town is "wreck scared," and the people here who will not travel on Friday, which they call "Black Friday," is stendily in creasing. There was an intelligent at tempt made to send a relief train, but when it was learned that the secident was abandoned as it was known that the people of that fown-could take care of the doud and wounded.

DID NOT SET THE BRAKES. Detroit Railroad Man's Statement as

to Air Brakes.

Secrees, Mich. Oct. 20 -- The mysterious letter to the parons in the wreck inquest has at last been made public. It was written by James H. Kitchie of Detroit. Engineer Whalen and Constable Rosenerantz met Mr. Eitchie at the depot this morning. Ritchie he said. had a partner. Emmett Bassett, who was in the mail car of another train at the time of the collision. Blamett ave the concussion, set the brakes and he thinks the trainmen did nothing foward setting the braice themselves, for had they dotes no they would have found air

PECULIAR VERDICT:

Portions of Merriman's Will Valid and Others Invalid.

Jackson, Mich., Oct. 30.—The jusy in the Mary W. Morriman will case, which ductor Bertram M. Scott returned to the has been on trial the present week in city tonight and was at once arrested the circuit court, removed their resident He was taken before Justice Henry and last evening. The Jury found the 60th eave bonds in 61000 to arress on Mon sheet of the alleged will, containing the signature, and attestation, clause valid and lawful, but the first four shoets, somtaining the bequeets, is valid, and no part of the greenine will. The effect of the verdict is to defeat ad other legicies supposed he understood it; that he and bequests contained in the aloned afterwards went into the baggage car will, and, if the section stands, the estate, after paying the bequests, as alsove specified in the varilet, within to the legal heat. The westlet will be a die appointment to a number of people, and which bequests were units in the willwhich was originally ministed. The churches mentioned in the will and self-After the week, Engineer Woolley of the special train remained upon the special train and viewed the horror that had been E. \$1.000, First Exprise FIGS, First Pensbyterion. #1,090; Labour Guild. \$1.000, young Latins Gallin, \$100; Priendly feerety and Seeing Palmed, \$30 each. The attorneys on both soles in have ever house of

UNIVERSITY DEGENTS.

Several Appointments Made-Salary of Professors Baised.

- Annes, Mich., Oct. 20 - The se gents of the university have such many appointments among others that of H. A. September and C. L. Negoley to Be inetractors in Latin and treek Alexas C. Angell of Detroit and repointed lectured in the law department at a rail. ary of \$1,000. This appointment is a was of those to fill the thember censed by the resignation of folder P. Consily, Regent Charles M. Whitehm was prommently mentioned for the place, and it is a surprise to many that her was det appointed. Pool Flored E. Machan of Letroit was appointed to have change of the law department gractice court. The calary of Prof. E. F. Jolinson was raised from 80% to 81,000, while Pecfs Enlary and Doney, of the lifersty department, and Prof clibbs, of the medical departmucht, secretard & rules of salary.

GENERAL ALMER'S GENEROSPPY.

Destroy, Mich., Oct. 20, General Alger has suggested that November 3 be Negatives due at the employ hite, sed the idea has not with general form. not by the board at Helievan I got to He has much accompanied to take the Venuber is, to keep them, there are slay in